



**STEAKS**... Our steaks are specially selected and cooked to your liking. Served with fresh French fried potatoes. What tastes better when you are good and hungry? A nice piece of our home-made pie to finish off with. **COME IN FOR DINNER TONIGHT.** Open 6 A. M. to 12 P. M. **Daniels Cafe** 1625 CABRILLO

## People and what they are doing...

Mrs. Marie Worcester of Pasadena, former resident, visited friends here last Thursday.

Carl L. Hyde, executive secretary of the California Unemployment Reserves Commission, spent last week-end with his family in Torrance. He returned Monday to his office in Sacramento.

Mrs. Adelle Clemons of Post avenue has returned from a week's visit with her son in Fullerton.

"I had to either burn the stuff or move," explained City Clerk A. H. Bartlett Sunday as he was observed setting a match to a huge pile of accumulated personal papers, weighing about 100 pounds, at his home.

L. B. (Slip) Kelsey and wife Marguerite Kelsey celebrated quietly their 15th wedding anniversary Tuesday.

Mr. and Mrs. G. W. Dolton, 2029 Arlington, have returned from a two weeks' vacation trip. They visited places of interest in Nevada, Oregon and Washington, coming home by way of San Francisco where they crossed the Oakland bridge.

Miss Mary Lee of Lone Pine, a student Sawyer's Business college in Los Angeles, was a weekend guest of Miss Jeanne Sears, 2372 Torrance boulevard.

Miss Lute Fraser, 1732 Cabrillo avenue, received a message yesterday telling of the death of her brother-in-law, Charles E. Shastal, who passed away Tuesday night at Marion, Illinois.

Mr. and Mrs. Don Miller, 2108 Martine, will have as their house guests for a time, Miller's mother, Mrs. M. L. Miller, and Mrs. B. M. Voorhes, who are expected to arrive from Miami, Florida, the latter part of the week.

Charles H. Law, Shultz and Peckham employe, is leaving with Mrs. Law on June 9 for Toledo, O., and Detroit, Mich. They will spend two or three months in the mid-west with Mrs. Law's family and also with Arthur and Genevieve Law, their children, in Detroit.

Mr. and Mrs. W. H. Day, 2360 Sonoma, spent yesterday at Catalina Island.

Mr. and Mrs. Ray Hoover, 1424 Acacia, visited friends in Covina last Sunday.

Fred Bever, 1512 Acacia, left last week for Manteca, Mich., called there by the sudden death of his mother, who passed away May 10.

Mr. Howard E. McDonald, and daughter, Marian, of Beech avenue, are leaving tomorrow for Fargo, North Dakota, to visit with Mrs. McDonald's mother.

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**Engaged**  
Victor Orsatti, actors' agent, and June Lang, film star, latest Hollywood couple to announce their engagement. The wedding is set for May 29 and will be followed by a honeymoon in Hawaii.

# Lindbergh Flew the Atlantic to Glory Ten Years Ago Today as World Rejoiced

## FLIGHT MADE OBSCURE MAIL PILOT IMMORTAL

NEW YORK, May 20 (UP)—Ten years ago today an obscure air mail pilot, Charles A. Lindbergh climbed into a \$15,000 single-motor plane at Roosevelt Field, New York, and while a handful of pessimistic spectators held their breath, hopped off for Paris. Thirty-three and a half hours later, when he landed at Le Bourget field, Paris, amid the wildest, most hysterical throng France had ever seen, he was the most famous man in the world and the greatest figure in aviation.

The young transport pilot, who had set out in the "Spirit of St. Louis," naively armed with letters of introduction to people in Europe, was feted by kings and presidents and accorded every honor America and Europe could give.

He had known it would be an important flight, but he had never measured his own tremendous personal triumph, and for a long time afterward appeared uncomfortably to wonder what all the ado was about.

**Made Dangerous Take-off**  
The story of that flight is one that America will never forget. Lindbergh worked a long time trying to get backing, and finally got together \$25,000, including his entire savings of \$2,000, Harry K. Knight and some other St. Louis men provided the bulk of it. A Bellanca plane was what Lindbergh wanted, but he couldn't get, and finally chose a Ryan monoplane.

The plane's first big test was a flight from San Diego, where it was built, to St. Louis, and it came thru marvellously—that flight, in fact, showed for the first time what Lindbergh could do, for he made the 1,600 miles in 14 hours, which was itself a record trip for a solo pilot.

He waited impatiently for favorable weather. And finally on the morning of May 20, as a fine drizzle soaked the field, the silvery "Spirit of St. Louis" was rolled out on the runway, filled with 451 gallons of gasoline and 20 gallons of oil. Lindbergh grinned at a small group of wet, long-faced and tense men, said, "So long!" and started the motor. Those few witnesses still talk of the terrible minutes during which the heavily laden plane rolled down the soft field, the tires sinking into the mud, refusing at first to gather speed.

## Famous 111 Days of Triumph Began On February 28, 1927, For 'Lone Eagle'

NEW YORK, May 20. (U.P.)—The "famous 111 days" of Col. Charles A. Lindbergh during which he rose from obscurity to lasting world fame as the "Lone Eagle."

Feb. 28, 1927—Went to San Diego, Calif., to order "The Spirit of St. Louis."

May 10—Took off from San Diego for St. Louis at 3:55 P. M. on the first leg of "the greatest flight in history."

May 11—Arrived at Lambert Field, St. Louis, at 8:20 A. M.—14 hours and 25 minutes after leaving San Diego.

May 12—Left at 8:13 A. M. for New York. Arrived Curtis Field, L. I., at 5:33 P. M.

May 20—Took off for Paris from Roosevelt Field at 7:52 P. M.

May 21—At 10 P. M. (5 P. M. New York Time) caught his first glimpse of Paris. Landed Le Bourget Field 10:24 P. M.

May 31—Received by King George and Queen Mary of England.

June 11—Arrived in Washington amid wild welcome.

June 12—Made a colonel and awarded the Distinguished Flying Cross by President Coolidge.

June 13—New York welcomed him in a parade up Broadway.

June 16—Received \$25,000 Raymond Orteig prize for his flight.

June 17—Hopped off for St. Louis to bring its "Spirit" home.

June 18—Lindbergh air mail stamps issued.

## THE GREATEST TIRE EVER MADE TO SELL AT THESE LOW PRICES

COME in, examine a cross section cut from a Firestone Standard Tire, then examine the deep-cut, non-skid tread and see how much extra value you get. You will quickly understand why more and more car owners are equipping their cars with these tires. You will agree that never before have you seen so much quality, so much built-in mileage and so much safety at so little cost. You will find the Firestone Standard Tire is made safer from blowouts with the Firestone patented process of Gum-Dipping. The patented construction of two extra layers of Gum-Dipped Cords under the tread protect against punctures and bind



the tread and cord body into one inseparable unit. The wider, flatter tread with more rubber on the road will give you longer mileage and greater protection against skidding. Firestone is able to give you all these extra values because Firestone Standard Tires are built in such large quantities that great savings are made in production.

Don't drive another day on thin worn tires that are dangerous and may cause an accident. Join the Firestone SAVE A LIFE Campaign by equipping your car with Firestone Standard Tires—First Grade Quality at Low Cost.

**Buy Firestone STANDARD TIRES TODAY AND SAVE!**

**YOU SAVE** yourself and your family from dangerous accidents because Firestone patented construction features give you greatest blowout protection and safety from skidding.

**YOU SAVE** because Firestone Standard Tires give you low initial cost and lower cost per mile.

**YOU SAVE** by buying now as tire prices are advancing. The price of crude rubber has gone up 110% and cotton more than 26% during the past two years. **BUY NOW AND SAVE.**

**YOU SAVE BECAUSE THE WIDER, FLATTER TREAD GIVES LONGER MILEAGE AND GREATER PROTECTION AGAINST SKIDDING.**

**YOU SAVE BECAUSE TWO EXTRA LAYERS OF GUM-DIPPED CORDS MAKE THE TIRE MUCH STRONGER.**

**YOU SAVE BECAUSE THE GUM-DIPPED CORD BODY GIVES GREAT PROTECTION AGAINST PUNCTURES.**

**YOU SAVE ON LOW INITIAL COST \$8.15 4.40-21**

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4.50-21.. 9.05	5.25-18.. 11.40
4.75-19.. 9.55	5.50-17.. 11.70
4.75-20.. 9.85	4.50-20 \$10.90
5.00-19.. 10.30	4.50-21.. 11.40
5.00-20.. 10.60	4.75-19.. 11.75
5.00-21.. 10.90	5.00-19.. 12.35
5.00-22.. 11.25	5.25-18.. 14.25

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4.40-21.. \$5.65	5.00-19.. \$7.20
4.50-20.. 6.05	5.25-17.. 7.70
4.50-21.. 6.35	6.00-20 \$12.70
4.75-19.. 6.70	6.00-21 \$13.00

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4.50-21.. 6.03	30x3 1/2 Cl. 4.87

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**SEAT COVERS**  
Cool, clean, comfortable. 79c. Couches \$1.59. Sedans \$1.79.

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5 Tube AC-DC \$24.95

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FLASHER LIGHTS... 29c  
TUBES... \$1.79  
TYRES... \$2.95  
FAN BELTS... 30c  
GILLESPIE... 1.75  
SUN GLASSES... 19c

later on his back on the ground. Troops battled to get around him, and one energetic civilian, trying to clear a path with his cane, tried Lindbergh over the head in the attempt. Finally, half a dozen French aviators crashed through the crowd with him, threw a cloak over him as a sort of disguise and got him into a hangar ante-room, where they kept him in the dark for two hours rather than let the crowd find him.

**All That Time**  
All that time the throng raised a roar of welcome that could be heard for miles. As it surged about the airframe, thousands yelled themselves hoarse with "Vive Lindbergh!" and "Vive l'Amérique!"

Just as Lindbergh was being carried away, he saw souvenir hunters taking chunks off his plane, and that was his main concern in those first bewildering hours, but he found later that the damage was not serious.

If that welcome didn't convince Lindbergh that he was a celebrity, the next few days did. Taken to the American Embassy under the experienced wing of the late Ambassador Myron T. Herrick, he got some rest and food—he had eaten only a sandwich and a half on his flight—and listened to the roar of an unending stream of Parisians outside demanding to see him. Time and again he came out onto the balcony to be cheered.

To show his gratitude to the over-enthusiastic Paris crowd Lindbergh flew for them, and even insisted on stunting in an unfamiliar plane. Herrick called him the new ambassador, and indeed, it did appear that he had done more for the friendship between America and the coun-

tries of western Europe than any diplomats up to that time.

Was Start of Career  
Finally, in June, he went home on a warship which President Coolidge sent for him, and here, again, honors were conferred on him until he surely couldn't remember them all.

That great flight was only the beginning of Lindbergh's career. In the years that have elapsed, since 1927, he has done much for aviation—mapped air routes on land and sea, acted as technical advisor to the government and to a transcontinental air line, made goodwill trips and kept up untiring activity for aviation.

## Santa Fe SUMMER FARES

**Select Trains**  
The Lure of a Perfect Trip to The EAST

7 Trains from which to Choose

In addition to the Extra Fast Santa Fe Flyers that have great Fascination and Entertaining Power, there are Swift Trains of pronounced ECONOMY and EXCELLENCE.

The new Santa Fe SCOUT, of Coaches and Tourist Sleeping Cars only, points the way with New Cars, New Luxuries of Travel and New Low Prices for extra-ordinary Dining Car Meals by Fred Harvey.

Breakfasts... 25c  
Lunches... 30c  
Dinners... 35c

The Following Examples of Summer Fares are interesting and show costs of Santa Fe travel that are at the lowest:

(Round Trips May 15 and After)

Destination	Coaches	Tourist	First Class
Chicago	\$57.25	\$68.50	\$75.00
Atlanta	68.45	87.75	104.00
Boston	94.55	125.90	140.00
Cincinnati	67.35	85.40	101.35
Denver	28.25	46.50	57.50
Jacksonville	74.35	97.30	112.00
Kansas City	48.00	57.60	73.00
Minneapolis	37.25	48.80	65.00
New Orleans	54.80	68.15	85.15
New York City	89.75	119.30	134.50
St. Louis	54.35	65.20	81.30
Washington	84.35	113.45	129.40

And Many More

## 'Gas Sniffer' Checks Leakage

Careful checks for possible gas leakage in public schools in Torrance, Lomita and other localities will be made by the county hereafter with an automatic "gas sniffer" just acquired for that purpose, according to Spence Turner, county fire warden.

The device will not only report the presence of natural gas but carbon monoxide, hydrogen and 13 other kinds of gas. The indicator will also be used in checking for leakage in factories, theatres and other places of public assembly. Turner said the purpose of the new checking system is to forestall possibility of such explosions as that which caused the recent school disaster at New London, Tex.

The indicator is contained in a case strapped on the operator's shoulders. Attached to it is a metal tube with an inlet hole at one end which can be poked around pipes or other places where gas might collect. Gas sucked into the tube passes into a chamber containing a heated platinum wire, causing combustion with rise in temperature.

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